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DEPT OF TRANSPORTATION

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As suggested by NPRM, Evergreen International Airlines Inc. would like to introduce the following comments for the TCAS FAR 121.356 NPRM, Docket Number [FAA-2000-10910] which will require selection, installation engineering and first Installation in our seven (7) Douglas (Boeing) DC-9 cargo aircraft by 10/31/03:

1) The NPRM system normally accepts proposed rulemaking with "required by" dates 24 or 36 months following the effective date of publishing the Final Rule in the Federal Register. This NPRM suggests that the "required by" date is October 31, 2003 regardless of the time between the NPRM filing, the comment period, and the Federal Register Final Rule date. This means, if not changed, the clock is already ticking and the TCAS selection, installation, engineering and installation process should already be completed now as this installation requires C check or above to install. Our C check cycle is approximately 2 years. This means C checks accomplished within the next few months will miss the opportunity for installation prior to the "required by" date. The "Required By" date is too early.

2) New transponder HIJACK MODE capability. ATA is currently deep in conference discussions regarding a new "Hijack mode" of operation for transponders. As "short fused" as this transponder NPRM currently is, the important software changes required to enhance early hijack recognition will get skipped. The "Required By" date is too early and should include the opportunity to include HIJACK MODE capability.